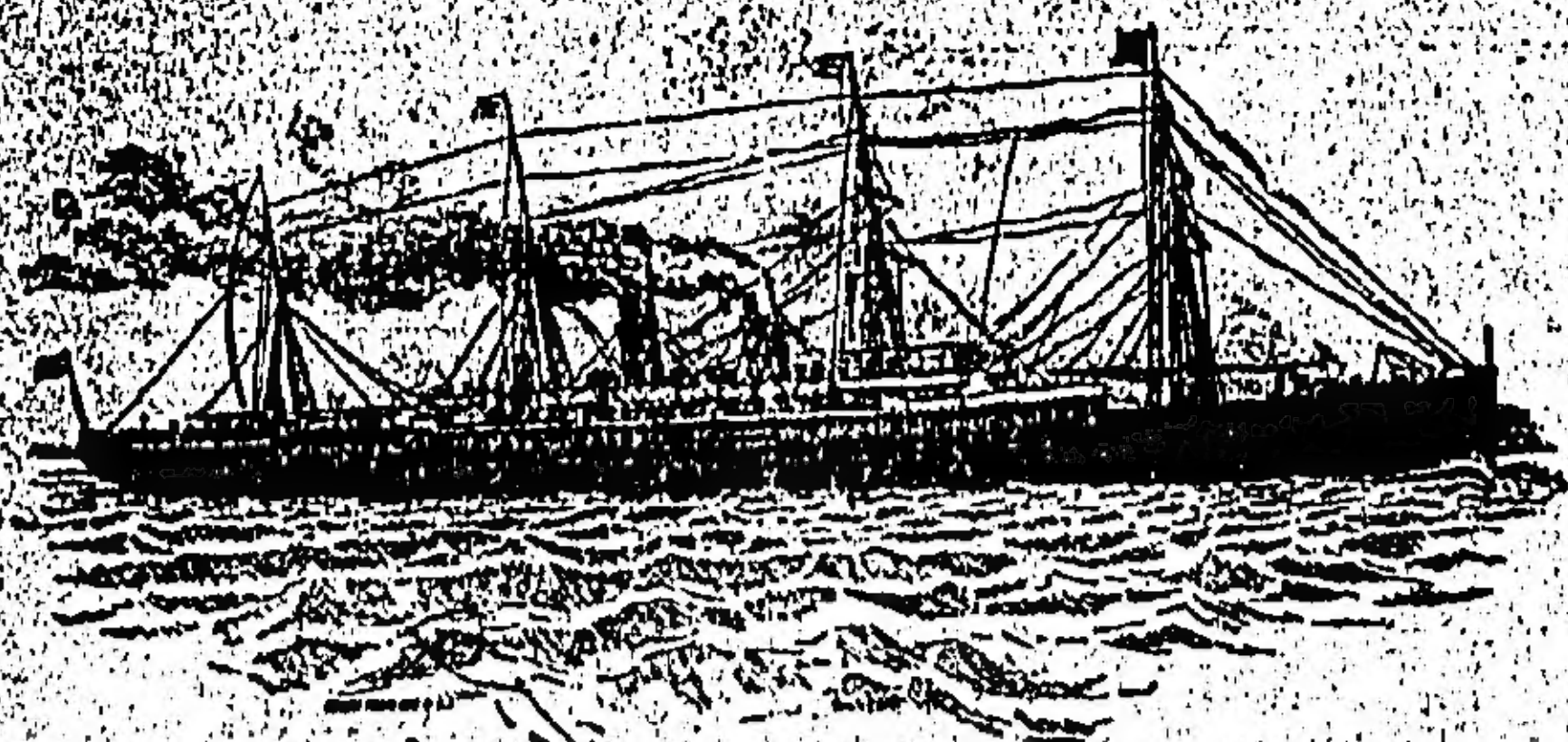


RAILS **U.S. MAIL LINES.**



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKE PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	11,284 Gross Tons.	THURSDAY, 21st July, at Noon.
"CORITIO"	4,352 "	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GABLO"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DOBO"	4,784 "	TUESDAY, 27th September, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 21st July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

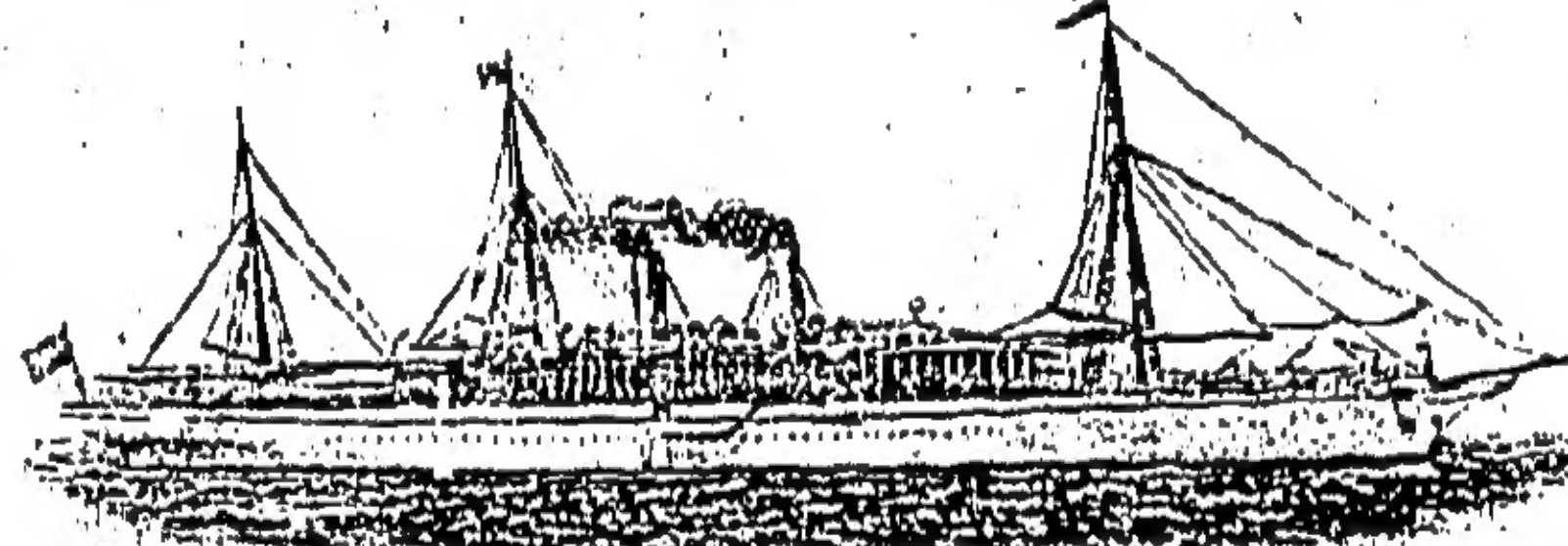
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 9th July, 1904.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 13th July.
"ATHENIAN"	2,440 "	WEDNESDAY, 20th July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.

Hongkong to London, 1st Class via St. Lawrence £60. | via New York £82. |

Steamers, and 1st Class Rail £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

Hongkong, 8th July, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
C. FERD. LABISZ	HAVRE and HAMBURG.	11th July.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August.
Roecken	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
SPEZIA	HAVRE and HAMBURG.	25th August.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
Mittell	HAVRE and HAMBURG.	5th Sept.
ANDALUSIA	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
Schmidt	HAVRE and HAMBURG.	20th Sept.
SCANDIA	(Calling at S'PORE, PENANG & COLOMBO.)	Freight.
(ex KONIGSBERG)	HAVRE and HAMBURG.	Passengers.
Mayer		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 12th July, 1904.

TSU-FAN DENTIST.

PRICE MODERATE. CONSULTATION FREE.

Next to the Hongkong Dispensary,

Queen's Road, Central.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S.

37, Des Voeux Road Central, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 11th July, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	1,363 tons.	Captain R. D. Thomas.
"POWAN"	1,318 "	G. F. Morrison, R.N.R.
"FATSHAN"	1,360 "	W. A. Valentine.
"HANKOW"	1,373 "	B. Branch.
"KINSHAN"	1,360 "	J. J. Leassus.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,098 tons. | Captain H. D. Jones. |

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 1,219 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons. | Captain J. Willox. || "NANNING" | 569 " | C. Ditchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

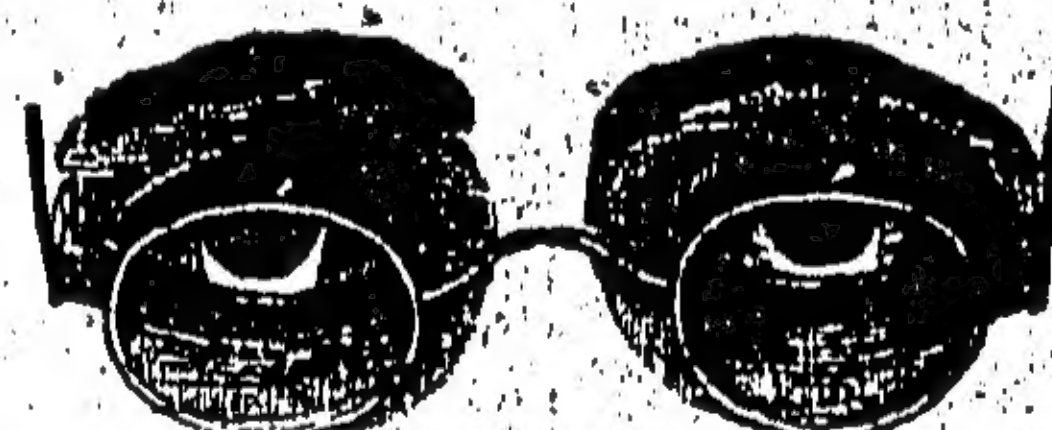
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

[785]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION

AGENTS.

16, DES VOEUX ROAD, CENTRAL.

HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED, HANI

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 17th December, 1903.

[60]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

20, QUEEN'S ROAD,

Watson's Building.

501

ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES

Des Voeux Road,

Hongkong, 11th May, 1904.

[608]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, nor

the OWNERS will be RESPONSIBLE

for any DEBT contracted by the Owners or

the Crew of the following vessels, which

stay in Hongkong, viz. "S. S. VILLAGE"

and "S. S. VILLAGE."

S. S. VILLAGE.

S. S. VILLAGE.

S. S. VILLAGE.

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S. S. VILLAGE.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK

Length inside, 614 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 16th July, 1904, at 11 A.M.,
at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A QUANTITY OF PROVISIONS,
Comprising—
ESSENCE OF BEEF, COMPRESSED
VEGETABLES, SOUPS, CHOCOLATE,
PICKLES, CORNED BEEF, BISCUITS,
&c., &c., &c.,
AND
185 lbs. TOBACCO.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th July, 1904. [822]

FOR SALE

BY PUBLIC AUCTION FOR ACCOUNT OF
THE CONCERNED.

THE Wreck of the S.S. "HOANGHO," as
she now lies in, approximately, the
following:—

Latitude 24° 41' North
Longitude 118° 43' East.
Bell Island bearing North by East, and
Kusan Point bearing South West (both bearings magnetic).
Cargo and Private Effects remaining on
board will be sold separately.
Date of Auction will be announced later.
For Particulars, apply to—
J. E. THOMSEN & CO.,
Auctioneers.
Amoy.
[816]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN AND CHINESE RISKS AT
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 11th May 1904. [52]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANSELL has
this day been appointed AGENT for
the GENERAL MANAGERS of the Com-
pany, and in that capacity will reside in
Shanghai, with general charge of the Company's
interests at Shanghai, Hankow, Tientsin and in
North China.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has
this day been appointed ACTING
SECRETARY of the Company.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st July, 1904. [792]

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs, net **\$4.75** ex Factory.
In Bags of 25 lbs, net **\$2.85** ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th August, 1903. [783]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited
our factory recently in the course of a tour
amongst Eastern Aerated Water Makers, and
was greatly surprised at the compactness of our
factory and also the methodical way in which
everything pertaining to the making of Aerated
Waters was carried out. He also expressed him-
self strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior
to a great many. He also reported that the
quality of our goods was of a first class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.
Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point, Tel. 367.
Depot, Ice House Street. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

JUST UNPACKED.

A CONSIGNMENT OF
FRESH PROVISIONS
from
Messrs. CROWE & BLACKWELL and
PHILLIPS & CUNARD'S.
ALSO
Messrs. HUNTLEY & PALMER'S Varied Assort-
ment of
BISCUITS AND CAKES.
AND
CADBURY'S Best Assorted CHOCOLATE SWEETS.
Inspection Earnestly Solicited.
H. BUTTONJEE,
No. 5, D'Aguiar Street,
or
35 to 38, Elgin Road, Kowloon.
Hongkong, 14th July, 1904. [72]

Intimations.

NOTICE OF REMOVAL.

I HAVE REMOVED my OFFICES to
No. 38, QUEEN'S ROAD CENTRAL,
First Floor, (lately occupied by Messrs. J. D.
HUMPHREYS & SON).

JOHN HASTINGS.

Hongkong, 9th July, 1904. [814]

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE is hereby given that the FIF-
TEENTH ORDINARY YEARLY
MEETING of the SHAREHOLDERS will
be held at the Company's Offices, No. 4,
Queen's Buildings, on SATURDAY, the 16th
July, at 12.30 P.M., for the purpose of pre-
siding the report of the Directors, together with a
statement of accounts to 30th April, 1904, and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 2nd to the 16th
July, both days inclusive.

By Order of the Board of the Directors.
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1904. [776]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General
Managers of A. S. WATSON & Company,
Limited, hereby invite applications from the
Shareholders of the Company for the issue of
30,000 new shares of \$10 each at a Premium of
10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day
of September, 1904, applying for the New Issue
will be entitled to one share for every two shares
registered in his name. Shares not applied for
by those entitled to apply will be dealt with by
the General Managers in accordance with
Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will
be received by the Hongkong and Shanghai
Banking Corporation in Hongkong from the
28th September, 1904, to the 30th September,
1904, both days inclusive, and the whole amount
of \$11 per share will be payable on application.

The present paid-up Capital of the Company
is \$600,000, divided into 60,000 shares of \$10
each, and the New Issue is required to increase
the Capital of the Company to \$900,000 divided
into 90,000 shares of \$10 each.

The whole of the premium received from the
New Issue will be placed to the Credit of the
Permanent Reserve Fund.

The New Issue will rank for Dividend for the
three months ending 31st December, 1904, pay-
able in May, 1905.

Forms of application for the New Issue can
be obtained at the Company's Offices in Alex-
andra Buildings or at the Hongkong and
Shanghai Banking Corporation in Hongkong,
Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [74]

THE
ROBINSON
PIANO

Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY

FINE
SAMPLES

UPRIGHT PIANOS

RACHALS,

STUART,

&c., &c., &c.,

— AND —

BABY-GRANDS,

BY

WINKELMANN,

(Established 1837).

They are only 5 FEET LONG, occupy-
ing the space of a Cottage, but with
the fine appearance and TONE OF A
FULL GRAND.

Hongkong, 13th May, 1904. [39]

HOWLING.

On the greens of the Kowloon Bowling
Club on Saturday afternoon, a match
was played between eight of the Kowloon
Club and eight representing the Civil Service
Cricket Club. This being the first match
between the two Clubs, considerable interest
was shown, and a fairly large number of
spectators including a few ladies gathered to
witness the matches. The Kowloonites, who
are more experienced in the game, won rather
easily, but their opponents who showed good
knowledge of the game, only want practice to
be able to give a better account of themselves
in a return match. The following were the
teams and scores:—

I. W. Robertson of the Kowloon Club took
the place of Jas. Macdonald of the Civil
Service, the latter being absent.

RINK NO. 1.

Civil Service
G. Edwards L. E. Brett
T. Skinner M. McIvor
J. Henderson J. Reidie
A. Milroy A. Gibson
(skip) 21 points. (skip) 8 points.

RINK NO. 2.

J. Gow D. Gourlay
J. Walker R. Duncan
D. Gow W. Brand
J. Galt I. W. Robertson
(skip) 21 points. (skip) 6 points.

THE CARHUSIANS: A
RETROSPECT.

It will be remembered that the act for the
expulsion of the Carhusians was carried in the
French Chamber on March 29th, 1903. The
actual expulsion took place on April 29th. One
of the members of the order has now told the
story of their last days at the Grande Chartreuse,
in a pamphlet which has been published at
Grenoble for private circulation only. The
anniversary and the pamphlet have inspired the
Saturday Review to a further consideration
of what France has lost by the action of "an
anti-Christian Government."

"The Carhusians" (says the *Saturday*)
have been the last eight hundred years the
apostles of culture and civilization in the desert
of the Grande Chartreuse. But twelve months
ago they were universally regarded as the
greatest benefactors of the Department of the
Isere; they are now scattered to the four cor-
ners of the earth. The general of the order has
been compelled to seek refuge at Pigetrol,
twenty-four miles from Turin, their distillery,
which gave steady employment and poured
streams of wealth through the old province
of the Dauphine, has been transferred to
Switzerland, whilst some of the monks have
been exiled to Tarragona and others have
been forced to seek British hospitality at
Parkminster in Sussex and at Charnwood in
Leicestershire. We are therefore tempted to
ask what has been their past record in their
own country and what have they done to
deserve their wholesale expulsion which was
carried out by the judicial authorities, the
soldiers and the police on the twenty-ninth day
of last April. Those who visit the Dauphine
Alps will find plenty of evidence of the work
done by these Carhusian monks throughout
the whole province. They have founded the
hospital at St. Laurent-du-Pont with its eighty
beds and its endowment of £3,600 a year. They
have opened the deaf and dumb school at
Cuire, where the children are not only
given a sound elementary education, but taught
the trade to which they are best suited so as to
enable them to shift for themselves. They
have raised churches in almost every village,
whose Gothic architecture is one of the most
artistic features of the landscape. They have
endowed schools whose only crime is their en-
deavour to unite religious with secular teach-
ing. Finally, they have traced on the whole
countryside a magnificent network of roads
and thus spread comfort and well-being through
what was once an absolutely inaccessible
mountainous district. These Carhusian monks
who but a few short months ago lived secluded
but useful lives in their monastery and whose
history has been identical with that of their
whole countryside, have paid the teachers,
clothed the naked, fed the hungry, given drink
to the thirsty, and transformed the lives of
the deserving poor. To give one instance
alone; Voiron, which lies in the valley of the
Isere some twenty miles from the monastery,
was overwhelmed seven years ago by a dis-
astrous inundation, which spread misery and
wretchedness on every side. They appealed to
the monks for assistance, and were justified
by the result of their appeal. The Carhusians
gave them £2,000 to relieve that destitution
which could not wait. They spent £12,000
more in restoring the church, thus furnishing
remunerative employment to those who had
been thrown out of work by the disaster, and it
has been calculated that their assistance to
private individuals whose property had been
injured amounted to more than £11,000. This
was moreover done in a town where the mon-
astery had already devoted an annual subscrip-
tion of £320 to the local hospital, where they
helped the poor through the Society of St.
Vincent de Paul to the extent of £240 a year,
where they gave £600 a year to the schools,
kept up a public kitchen, supplied coal during
the winter months to some sixty families, and
spent large sums of money in private charity.
And these are the men whom the Republican
Government of France have driven forth from
their homes and compelled to withdraw from
their native land the energy and enterprise
which have for more than eight hundred years
given constant employment to their fellow-
countrymen."

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everybody. Utilize spare time. Very
moderate fee. We procure positions.
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CENTRAL CORRESPONDENCE COLLEGE,

215, Temple Chambers,

Temple Avenue, London, E.C. [43]

A SETTLER IN TASMANIA.

An interesting little article on Tasmania
and its possibilities is contributed to the May num-
ber of the *Pall Mall Magazine*. To show what
chances a hard-working and industrious settler,
who has been brought up to farm work, has, the
writer describes an individual instance. "Some
years ago Mr. James Smith was an agricultural
labourer in Berkshire, earning, I remember
rightly, twelve shillings a week. (His wife,
herself, told me that in England they only had
fresh meat once a year). He heard in some
way that land could be obtained in Tasmania
for £1 an acre, and in his ignorance he imagin-
ed this land to consist of grassed paddocks.

"At that time 'assisted passages' were granted
to British emigrants by the Tasmanian
Government, and he determined to avail
himself of this privilege. He got a job at a
bush saw-mill in the Huon district. They
went down to their destination by water;
and when they landed, and his wife saw the
virgin bush all around her (the grass pad-
docks of their anticipation being conspicuously
absent), she burst into tears. But the man,
who is a splendid specimen of the best type of
the British agricultural labourer, was nothing
daunted. Out of his wages of five shillings a
day he immediately began to save money.
There was plenty of crown land available
within easy distance of his work. He selected
fifty acres on the time payment system, and in
his spare moments began to clear it. Renting
a cottage was expensive, so before long he put
up a rough shanty on his own land and settled
there with his family, and there they have
remained ever since. But the place wears a
very different aspect. They have added an-
other twenty-five acres to their domain, and
have cleared and improved a great part of it.
Where the first shanty was erected there now
is a comfortable and homely dwelling. It is
surrounded by two or three acres of orchard,
which will soon be in full bearing. They grow
large quantities of potatoes and raspberries.
They have several head of cattle, and are in
extremely comfortable circumstances."

NEARLY DROWNED.

A WOMAN'S TWO ESCAPES.

An exciting accident, which might have
ended fatally, occurred on the Cardiff Canal.
Mrs. Emily Thomas, 12, Wernpit-road, Lan-
dore, was making her way across some timbers
floating on the water, when she missed her
footing and fell with a scream into deep water.
A man discharging a potato-boat some way off
rushed to her and got her out, just as she was
sinking for the last time.



"That was some years ago," said the victim
of this accident, "but the memory of it is as
vivid as ever, as for ten years I suffered from
the effects of this dip in the Cardiff Canal, and
if Dr. Williams' pink pills had not been the
means of a second rescue not less important
than the first, I should be suffering still."

"Let me explain. After my falling into the
water I had an attack of rheumatic fever, and
it seemed doubtful at one time whether I should
get over it. The doctor said that even if I did
recover I should feel the after-effects for the
rest of my life. The next ten years bore out
his words. I used to get pains in the head,
followed by fits of sickness and retching, which
lasted for four or five days at a time. I dieted
myself on milk puddings and other light fare,
but the food was no sooner in my stomach than
it returned; in fact, it was quite impossible for
me to retain anything. One day a friend of
mine came to see me. She had been ill, and as
she asked me why I didn't try them, I sent for
a bottle, and to my surprise they soon put me
on my feet again."

"Three days after I had commenced taking
the pills I was able to take my ordinary food
and digest it without feeling any ill-effect what-
ever! When the first bottle was done I bought
three more, though I found it was not necessary
to take them all. I have enjoyed splendid
health for the last six months; I don't think I
ever felt so strong in my life as I do now. I am
positive that I owe my recovery to Dr. Williams' pink
pills for pile people, because I had left off
all other medicines before I began them; and
it was not until I commenced to take them that
my health began to improve. I shall be
very pleased if you will publish what I have
told you."

"Considering that rheumatic fever is hardly
ever completely cured by ordinary medicine,
Mrs. Thomas was right in referring to her cure,
after suffering ten years off and on, as a second
rescue quite as important as the first. What
makes this disease so dangerous is that it im-
poverishes and pollutes the blood with the
deadly rheumatic poison, lactic acid, which is
not only always ready to seize on any weak
joint or muscle and cause terrible pain, but
also seriously interferes with the action of the
heart. Dr. Williams' pink pills for pale people
(note the full name, because if you take pink
pills that have not the full name on the
wrapper you have been deceived by a worthless
substitute) owe their extraordinary cures to the
fact that they make new blood. Women espe-
cially find, in this new blood, which is pure,
rich and regular, a cure for the many pains
which they know when to expect; and men
find the pills the greatest tonic and strength-
ening medicine for the nerves and back. Dr.
Williams' Medicine Company, Holborn-viaduct,
London, send them post free for two shillings
and ninepence, or six bottles for thirteen and
nine. Mrs. Thomas thanks them alone for her
rescue from the after-effects of her startling
adventure and terrible struggle in the icy
waters of the Cardiff Canal."

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOL'S PREPARATION

a true and sure remedy for the ills and malady of
women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Watling Conditions,
Melaucholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Hayes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

8

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Estimates given for all kinds of Electrical

Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Manager.

Hongkong, 14th April, 1904. [66]

To Let.

TO LET.

NO. 1, RIVINGTON TERRACE IN FLATS.
No. 1, RIVINGTON TERRACE
No. 37, WONG NEI CHONG ROAD, facing
Ranch Cattle.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, COM-
NAUGHT ROAD (near BLAKE PIER).
GODOWN: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in Nos. 10 and 16, Des Vaux
ROAD CENTRAL.

Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 9th July, 1904. [818]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 26th March, 1904. [436]

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.
Apply to—
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A. S. WATSON & Co., Limited.**
Hongkong, 16th June, 1904. [729]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.
"LEIGHTON," THE PEAK.
Apply to—
JEBSSEN & Co.
Hongkong, 27th April, 1904. [759]

TO LET.

**WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD.** Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.
And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 2nd May, 1904. [49]

TO LET.

LARGE HOUSE. Six spacious rooms
and many others. No. 35, Caine Road.
Apply to—
YEW KEE BANK,
133, Queen's Road.
Hongkong, 18th June, 1904. [736]

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SUPPLY CO.

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AGENTS for the WINE GROWERS
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CLARETS.

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St. George	\$4.00	
Cru Wyndon	4.50	
Cotes	5.00	
Monifrand	5.50	
Medoc	6.00	
St. Emilion	6.00	
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CLARETS.

	Per Case.	Per doz. qts.
Bottled by Jules Merman & Co., Bordeaux.		
Per Case.	Per doz. qts.	
1 doz. qts.	2 doz. qts.	
Pauillac	\$14.00	\$15.00
Cotes	15.00	
Medoc		

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LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
	1 doz. Bots.	6 doz. Bots.
ST. ESTEPHE	\$ 8.00	\$ 9.00
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DARMAILLACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA FOUR		
CARNET	33.00	
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CHATEAU LAITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 2nd EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
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GOOD WORK.
PROMPT RETURN.

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MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

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Salvage Work undertaken.

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and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
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Hongkong, 31st May, 1904.

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five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 12, 1904.

HONGKONG IN 1903.

To the statistician the Blue Book of the Colony, published each year and presented to the Legislative Council in the ordinary course, is a publication of much interest embracing, as it does, most of the facts and figures relating to the Colony as gathered by the various departments of Government. Principal among the informations contained in this annual volume are included the figures appertaining to finance. This section reviews the steady advancement towards a larger revenue which has marked administration after administration of an inherently progressive little Colony. The total revenue from all sources is shown to be \$5,238,857.88, or \$337,784.18 greater than in any previous year, and \$305,562.88 more than the estimate. All the main sources of revenue show an excess over 1902 with the exception of miscellaneous receipts and land sales, and all items similarly show an excess of actual over estimated receipts with the exception of rent of government property, miscellaneous receipts, and the water account. Licences and internal revenue not otherwise specified show an excess of \$187,836.09, while fees of court or office, &c., and the Post Office yielded over \$50,000 and slightly under \$30,000 respectively over the estimate. Against this we have an expenditure for the year of \$4,746,838.44 exclusive of public works extraordinary; inclusive of that item it was \$5,396,669.48, or \$512,779.03 less than the total expenditure of 1902. Deducting from the actual expenditure for 1903 the total actual receipts, there was a deficit of \$157,811.60 on the actual working of the year, though the surplus of assets on December 31st amounted to \$177,830.83 exclusive of arrears of revenue. No less satisfactory is the information embodied in the Harbour Master's returns for the Port. There was an actual increase in tonnage of over two and a half million tons in 1903 of any previous year. To be precise the total tonnage entering and clearing amounted to 24,039,862 tons; figures which are exceeded by only two other ports in the world, both British, viz., London and Liverpool. The Hon. F. H. May's remarks affecting the industries of the Colony are limited to observations on our local sugar refineries and the cotton mills. It has been seen that a serious collapse in prices for sugar was experienced all over the world as a result of over-production in the best-growing States; but the effect of the Brussels Convention of 1902, of which Hongkong is one of the signatory colonies, with the resultant abolition of bounties, is beginning to be felt to the advantage of the local refineries. While the cotton spinning industry is placed at the mercy of the great marts of the world in the matter of prices of the raw material, it must remain a precarious enterprise as shown in the report of the year under review. If, however, the valleys of the New Territory could be utilized for cotton plantations, whereby the raw material could be procured locally at permanent prices, or at least at prices which could be approximately foretold, the industry would undoubtedly receive a much-needed impetus. The experiments in this direction which have been commenced at the suggestion of the Botanical and Afforestation department will, therefore, be watched with considerable interest by a large number of investors who have embarked upon an enterprise hitherto beset by unforeseen difficulties resulting in large losses. The Colony derives small consolation from the fact that in the North the industry has so far been attended by equally unpropitious results. Detailed reports on education, public works, the hospitals and the police and gaol have each in turn been printed in these columns; the despatch before us places the whole history of these departments, in 1903, in a very succinct form, which should considerably aid future reference to any one of them. Public health and sanitation is a subject of much importance, and the remarks which are found under this head will be read with interest. Mr. May points out that it is still too early to look

for many immediate benefits arising from the new Public Health law as many of its sections apply to houses to be hereafter erected, and others, such as the resumption of insanitary areas, the provision of open spaces in crowded districts, and the improvement of the internal construction of Chinese houses, are works which must necessarily be enforced gradually. It is gratifying to note that a large section of the Chinese is beginning to appreciate the advantages of improved sanitation and healthy surroundings, and shows an increasing willingness to co-operate with the Sanitary authorities in cleansing and disinfecting operations. Much credit for this tendency is due to the results of the successful experiment initiated and carried out by Sir Henry Blake in the course of the summer, whereby the inhabitants of a typical district in the poorer part of the city were induced, by the exercise of tact and sympathy and judicious instruction, but without the pressure of official authority, to work out their own sanitary salvation. The gradual improvement of the sanitation of the Colony is shown by the fact that, in spite of the long death-roll from plague, the death-rate from all causes among both non-Chinese and Chinese shows a diminution. This is partly and indirectly due to the steady decline in the mortality from malarial fever, against which a crusade is being maintained in this Colony with conspicuous success. We have quoted in the beginning of this article figures which furnish abundant evidence of the continued prosperity of the port and now conclude with some general observations with which the Honourable Mr. F. H. May brings to a close a despatch full of interesting information and chronicling another year of successful administration with which his name has been so closely identified. The report to the Colonial Secretary winds up with the following lines: The fluctuations of the silver-market and the partial commercial depression arising from the prospect of political disturbances in the Far East, have with other causes contributed to prevent the past year from being marked by special buoyancy of trade or steadiness in the stock market; but there is nothing to indicate that the trade interests and the wealth of this Colony have ceased to expand. But if the port is to preserve its predominant position as a great emporium for shipping, there are many problems which demand early consideration and timely action, such as the increase of the accommodation in the harbour for ocean-going steamers, the provision of more space for the housing of an ever increasing population, and the further development of the trade of the West River and its tributaries by the opening of new ports. Over-shadowing all these questions, however, is the pressing necessity for the speedy construction of the railway between Hongkong and Canton, for which a concession was granted to a British syndicate many years ago by the Chinese Government. The development of railway enterprise in other parts of China has, in the opinion of the Government and the entire commercial community, rendered it of paramount importance to the prosperity of Hongkong that this Colony should be connected by railway with the capital of the Kwangtung Province, which is to be connected by a trunk line with the Yangtse Valley.

LOCAL AND GENERAL.

THE German mail of the 9th June was delivered in London on the 11th inst.

AN addition of four fatal Chasms cases for the past twenty-four hours brings the plague returns to 411 cases for the year.

THE annual distribution of prizes to the successful pupils of the Italian Convent, Caine Road, will take place on the 23rd inst., at 5 p.m. Mrs. F. H. May has kindly consented to preside.

A BANGKOK telegram, of the 2nd inst., to the Straits Times states that F. J. Robertson, of the Oriental Hotel there, recently charged in the British Consular Court with being an absconding debtor, and was committed for trial on June 25th, was acquitted that day.

A MARRIAGE will take place at the Old Church, Hillington, Sussex, on July 23, between Sidney Barton, of H.M. Consular Service, China, youngest son of Captain Barton, R.A., retired, and Winifred, eldest daughter of Mr. and Mrs. A. P. MacEwen.

THE King has granted unto Captain Ernest Charles Thomas Troubridge, R.N., his authority to accept and wear the Insignia of the Second Class of the Imperial Japanese Order of the Rising Sun, conferred upon him by the Emperor of Japan upon the termination of his appointment as Naval Attaché to the British Legation of Tokyo.

THERE are at present 76 foreign steamers of 155,041 tons in the service of Japanese steamship companies and private shipowners. Of these 23 were chartered to the Nippon Yusen Kaisha, 18 to the Osaka Shosen Kaisha, and the remainder to other shipowners. The vessels hired by the three above named companies have about 125,000 tons.

LADY Goddard will launch the *ss. Shanghai* at the Hongkong and Whampoa Dock Company's premises next Thursday at 8.30 a.m.

ACCORDING to the *Japan Herald* the Nippon Yusen Kaisha is reported to be negotiating with Messrs. Jardine Matheson & Co. for the purchase of the *Kirkdal*, a British steamer of 1,873 tons.

URGENT memorials have been sent to the Throne to order the various Mints to coin a greater variety of copper coin: 15 and 20, 25 and 50 cash coins are required to facilitate the convenience of the people.

THE outstanding public debt of the Colony is one of £1,779,151. The original debt was incurred in connection with the 1st railway, the central market, and water, drainage and sewerage works. Interest at 3½% is payable on the loan, which is being paid off by a sinking fund.

THE Chinese Commissioner at Colon, New Dominion, telegraphed to Peking that Russians have established a custom barrier at that place and are collecting duties on tea, sugar, etc. Instructions as to how to deal with the matter are desired by the Commissioner.

THE King held a Levée on 7th ult. at St. James's Palace. Amongst those presented to His Majesty were the following:—Mr. Sidney Barton, of His Majesty's Consular Service in China, by the Secretary of State; Major Sir Matthew Nathan, K.C.M.G., R.E., on appointment as Governor of Hongkong, by the Secretary of State; Mr. Cosmo Gordon Paterson, by Col. Sir Henry McCallum, K.C.M.G., R.E.

A CERTAIN Censor recently proposed to the Peking Government on the reorganization of the Chinese navy and the formation of an admiralty. The memorial which was very lengthy and pointed out how funds can easily be obtained as the means to the end, was so couched as to make a strong impression upon the minds of the Government. The suggested scheme has been referred to the Military Training Department.

VICEROY Yuan Shih-kai has appointed Basse to Shanghai for the purpose of concluding a contract with a Norwegian Shipbuilding Co. to raise the sunken cruiser *Hai Tien* which, as will be remembered, recently struck a sunken rock. The contract has been signed, and provides that the cruiser will be raised and sent to the Shanghai dockyard for repair at the total cost of Tls. 400,000, failing which nothing will be demanded from the Chinese Government.

THURSDAY next, July 14th, being the French National Fête the offices of the French Consulate, 31 Wyndham Street, will be closed during the whole of the day. The Consul for France will be pleased to welcome at his residence, 10 Macdonell Road, between 10 and 11 a.m., the members of the French community in the Colony, and between 11 and 12 the British and foreign officials, as well as his foreign colleagues, who might wish to call officially on this occasion. Madame G. Liebert will be at home on the same day between 4 and 6 p.m.

MAJOR Sir Matthew Nathan, R.E., K.C.M.G., the new Governor of Hongkong, entertained a number of persons connected with the Far East at the Army and Navy Club on 6th ult. Amongst those present were Mr. Lucas, C.B., of the Colonial Office, Sir Cecil Clement Smith, Sir Alfred Dent, Mr. W. Keswick, M.P., General Sir William Gascoigne, Sir Thomas Jackson, and Mr. T. H. Whitehead. It will perhaps be of interest to note that Mr. W. Arbuthnot Leslie, who goes out as A.D.C. to His Excellency, is the grandson of a former partner in Dent & Co., who retired during the flourishing days before 1866. Both His Excellency and his A.D.C. are, we hear, polo players and keen sportsmen generally—facts which we are sure will be appreciated in Hongkong.—*L. & C. Express.*

ACCORDING to reports from Canton, Viceroy Tsen Chun-hsuan of the Lan Liang-kwang provinces has obtained permission from the Peking Government to borrow Tls. 3,000,000 from wealthy Chinese in Kwang-tung to carry out four reforms in that province. The loan will be issued in debentures at Tls. 100 each and the whole amount will be repaid within 10 years from date of issue. The Commissioner of the Foreign Customs at Canton will sign the debentures and Tls. 7,000 annually will be given to the said Commissioner to defray his expenses. The loan will be expended as follows:—1 To establish an official industrial institution at Canton. 2 To construct the Canton-Hongkong and Canton-Macao branch line; 3 To establish Water Works at Canton.—*Peking Gazette.*

A MEMORIAL, signed by a large number of residents in Rangoon, has been submitted to the Lieutenant-Governor of Burma, complaining about the unsatisfactory class of domestic servants, who demand higher wages than in other Provinces in India. This unsatisfactory state of affairs is due, mainly, to the absence of control, and the freedom with which servants use false certificates and leave their employment without due notice, and to the fact that the employer has no legal remedy. The servants realize that they are complete masters of the situation, and consequently control the domestic arrangements, to the great discomfort and annoyance of the memorialists, who are prepared to furnish instances of boycotting, if necessary. The memorial concludes with a prayer for the registration of domestic servants.

INDO-CHINA STEAM NAVIGATION CO.

ANNUAL MEETING.

The twenty-third ordinary general meeting of the Indo-China Steam Navigation Company (Ltd.) was held on 7th ult. at the offices of the company, 26, Cornhill, E.C. Mr. W. Keswick, M.P. (chairman), presided. The Secretary (Mr. A. G. Wells) having read the notice convening the meeting, and the auditors' report, the chairman said:—

The past year was one of depression throughout the world for shipping, and China was no exception to the rule. From almost the beginning of the period the competition was extremely keen, and the amount of freight was less than usual, while the considerable financial depression in China limited the amount of business done by the Chinese. For the business done there was an excessive amount of tonnage available. Last year, therefore, the company had considerably reduced earnings. Fortunately we escaped any serious loss on underwriting account, and that enabled the directors to transfer a considerable amount from it to revenue, by which we were able to provide a sufficient sum, as we have never neglected doing, for depreciation of the fleet. From the very beginning of the company's history we have made full provision for the proper up-keep of our steamers. This year, I am glad to say, we have begun better, and the earnings of the fleet promise to be good. How long such a condition of things will last, it is, of course, impossible to say, but usually in China a period of depression has been followed by a period of activity. I hope this year will prove no exception to the general rule. We have already sold out of the fleet two steamers that were getting out of date, and as you will have observed from the report we have added five new steamers, and it is the intention of the directors, if circumstances call for further additions, to keep up the fleet as the requirements of the trade demand. In our opinion it is most important to meet our customers fully. I think that the shareholders will agree with me that, considering the difficult circumstances of the past year, the statement of accounts is one with which we should be satisfied. I beg formally to move the adoption of the report and accounts.

Mr. W. Paterson seconded the motion. In reply to Mr. Divers the chairman said that it was an omission on his part not to have referred in the course of his remarks to moving the adoption of the report to the provision which had been made in connection with the underwriting account. Outside cover had been provided, and it was an absolute protection against the risk which was covered. Consequently the risk was very greatly diminished. In the event of a loss, instead of having a greater they would have a reduced loss. It was an arrangement that was a little complex, but it was one that was absolutely to the advantage of the company. About the revenue last year, his remarks were, in the main, correct. They had not earned, from the absolute income from the steamer, a sufficient sum fully to cover depreciation, and therefore, the sum taken from the underwriting account was available of to meet the difference and also to pay the dividend.

The motion was then put to the meeting and carried unanimously, as was also the dividend resolution.

The retiring director, Sir F. F. Alford, was then re-elected, as was also the auditors.

Mr. Edward Sawyer proposed a hearty vote of thanks to the chairman and directors for their excellent work during the past year, and the chairman, in reply, said that their efforts were constantly directed in the best possible interest of the company, and they looked forward, with confidence, to a greater return in the present year. They had done everything to command success, and if that had not always been their reward they, at any rate, could conscientiously say that they had done their best to obtain it.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 12th at 11.35 a.m. The barometer has risen considerably in Northern Japan and fallen slightly over the Pacific. Elsewhere the changes are unimportant.

Gradients are very slight upon the China Coast and moderate over the China Sea. Light variable winds will prevail in the Formosa Channel and moderate S.W. monsoon continues over the greater part of the China Sea.

Forecast:—Moderate E. breezes, cloudy, fine.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Tsinar*) 13th inst.
American (*Siberia*) 13th inst.
English (*Sinla*) 15th inst.
Canadian (*Tartar*) 19th inst.
German (*Freussen*) 20th inst.
American (*Coptic*) 20th inst.
Canadian (*Empress of China*) 25th inst.

The Java-China-Japan Line *ss. Tjilatjap* left Macassar for this port on 10th inst., and may be expected here on 18th inst.

The O. & O.S. Co.'s *ss. Coptic* with mails, &c., will leave Yokohama on 12th inst., at noon, and may be expected here on 20th inst.

The H.A.L.'s *ss. Spezia* from Hamburg left Singapore for this port on 11th inst., p.m., and may be expected here on 17th inst., a.m.

TELEGRAM

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

PORT ARTHUR.

ANOTHER RUMOUR.

(From Our Own Correspondent.)

YOKOHAMA, 11th July.

6.40 p.m.

A persistent rumour is circulating here that Port Arthur has fallen.

[Mr. M. Noma, Consul for Japan, has kindly informed us that he has received no confirmatory news concerning the capture of Port Arthur, but he has reasons to believe that an attack on that stronghold has been made by the Japanese forces.—Ed., H.K.T.]

NAVAL BATTLE AT PORT ARTHUR.

SIX HOURS' FIGHTING.

(From Our Own Correspondent.)

YOKOHAMA, 12th July.

11.40 a.m.

The *Jiji* reports that a naval battle took place at Port Arthur on the 9th instant.

The fighting lasted from nine in the morning till three in the afternoon.

THE VLADIVOSTOK SQUADRON.

RESTRICTIONS ON NAVIGATION.

In consequence of information received concerning the movements of the Vladivostok squadron, the authorities have again forbidden navigation in the Sea of Japan.

STORM ON THE JAPANESE COAST.

SEVERAL STEAMERS STRANDED.

During a violent storm the British steamers *Cranley* and *Eretia*, the German ship *Loyal* and the Norwegian vessel *Haldis* were driven on shore.

[The *Cranley* is a steel, screw steamer of 4,644 tons gross and 3,903 net tonnage. She was built in 1903 at Glasgow, by Messrs. Richardson, Duck & Co., of Stockton, and was owned by the Century Shipping Co., (Harris & Dixon). She was registered at London by Messrs. Harris and Dixon. The *Cranley* arrived at Kobe from Rangoon on June 28. Messrs. Dodwell & Co. are the local agents.]

The *Eretia* is a steel, screw steamer of 3,404 gross and 2,255 net tonnage. She was built at Glasgow in 1901, and is owned by the S. Eretia Company, Ltd., of Liverpool. Messrs. William Thompson & Co. are the managers.

The *Loyal* is a German steel, screw steamer, of 1,881 gross and 1,237 net tonnage. She was built at Kiel in 1893, and is owned by R. Wahl Jr. & Co., of Cologne. Messrs. Sander Weiler & Co. are the local agents.

The *Haldis* is a Norwegian steel, screw steamer of 1,702 tons gross and 1,65 tons net. She was built at Sunderland in 1902, and is owned by the Donpak Akties Haldis Drammen.

S.S. "TREMONT" OVERDUE.

The American liner *Tremont* is overdue and fear is entertained for her safety.

[The *ss. Tremont* is a steel, twin-screw steamer of 9,606 tons gross and 6,195 tons net. She was built in 1902 at Sparro Point, Maryland. She is owned by the Boston Steamship Company, Ltd., of Boston, of which Messrs. Dodwell & Co. are the local agents. She left Hongkong on the 19th ult. for Yokohama and Seattle.]

HONGKONG STEAMER ASHORE.

ON VRIES ISLAND.

The steamer *Moharaja*, commanded by Captain T. Groves, stranded, during the great storm, on Vries Island.

Mrs. Groves and two children, who were among those on board, are in safety.

The *Moharaja* is an iron, screw, three-masted steamer, recently purchased by Man Chua Xuen, of Hongkong, from the Asiatic Steamship Navigation Company, of Liverpool. She is 1,666 gross and 1,016 net tonnage, and was built in 1899 by Messrs. Harland & Wolff of Belfast.

TELEGRAMS.

(Reuters.)

The United States Presidency.

LONDON, 9th July.

The St. Louis Convention, after an excited all-night sitting at which the Democratic Convention appeared to hesitate about different candidates, finally nominated Judge Parker on the first ballot, and financier ex-Senator Davies as Vice-President.

Judge Parker caused a sensation by telegraphing to the St. Louis Convention that he was a resolute gold-standarder, etc. The Convention, which eliminated any reference to the currency from its programme, decided after much opposition from the delegates, including Mr. Bryan, to telegraph to Judge Parker that his views did not preclude his acceptance of the nomination.

Germany and Russia.

M. de Witte has gone to Berlin ostensibly to discuss the impending commercial treaty, but it is believed that the object of the visit is to arrange a Russian loan.

The Russian Volunteer Fleet.

The Russian Volunteer cruiser *Stolensk* has passed the Canal. Even her decks were crammed with bags of coal.

It is stated that 50,000 tons of coal have now been accumulated at Jibuti.

THE PUNJON MINING CO., LTD.

An extraordinary general meeting of the Punjon Mining Company, Ltd. was held at the registered offices of the Company, No. 13, Beaconsfield Arcade, at 11 a.m. for the purpose of considering and if thought fit passing a number of special resolutions regarding the liquidation of the company and the reconstruction of a new one. There were present:—Messrs. R. C. Wilcox (in the Chair), W. Kerfoot, Hughes (general manager), A. R. Lowe, Act. Sec., G. C. C. Master, A. Joseph, E. S. Joseph, A. R. Ezekiel, J. J. Figueiredo, and A. H. Ribeiro.

After a wait of half an hour the Chairman announced that as there were not sufficient shareholders present to form a quorum, the meeting stood adjourned to the same day and hour next week.

Mr. E. S. Joseph suggested that it would be preferable to fix an hour in the afternoon. Mr. R. C. Wilcox stated that this, unfortunately, was not possible owing to the fact that according to the Articles of Association the next meeting must be held on the same day and at the same hour a week later.

RISKS OF NAVIGATION.

IN HONGKONG HARBOUR.

During the course of an inquiry at the Harbour Office this morning, the Hon. L. A. Barnes Lawrence (Harbour Master) alluded to the great risks attending navigation in the waters of the Colony consequent upon the large number of unintelligent men who, perforce of circumstances, held certificates as masters of launches. The only solution to the problem would be to compel them to proceed at a considerably reduced speed. It was an inquiry in connection with a collision which occurred on the 9th inst., between Messrs. W. S. Bailey & Co's launch, *Bailey*, and the Cosmopolitan Dock 'No. 3' launch.

Mr. W. S. Bailey deposed that on Saturday evening last he was aboard the launch *Bailey*, and while entering Kowloon Bay from Victoria they met the "No. 3" Cosmopolitan Dock launch which was evidently approaching from the direction of Kowloon City. His skipper blew two blasts on the whistle to which the dock launch replied with one blast. Witness said his man got excited, and after making use of "language" in Chinese, blew another blast. When the first blasts were blown the launch's head was put to port and after the other blasts the launch was starboarded. Both of the crafts were going about eight or nine knots, and by reason of the alterations in the courses the launches were brought almost ahead again. Defendant's launch having more starboard helm than the *Bailey* she was taken across the other's bows which caused the stem of the *Bailey* to crash into the Dock craft and sustain serious damage.

Other evidence having been given, the Harbour Master held the *Bailey* to blame as in the first instance she should have been ported instead of starboarded. He suspended the master's certificate for a month.

MACAO EXTRADITION CASE.

Referring to the extradition case of the Nam Hoi Magistrate at Macao it is understood that the Portuguese Government have instructed their Minister at Peking to demand Tls. 600,000 from the Chinese Government, and that the Wai Wu Pu have instructed the Canton authorities to take the necessary steps.—*Shanghai Mercury*.

THE MUTINY AT KWANGSI.

Canton, 6th July.

It has since transpired that the troops that mutinied at Linchow, Kwangsi, are not members of the "Wuchien" Army as reported, but insurgents who had surrendered to the Government and had been trained into regulars, but have recently deserted. These men have since dispersed.

ANOTHER VERSION.

The mutiny at Linchow was the work of an insurgent leader named Lu who had previously surrendered himself to the Government. It was he that instigated the others to create trouble. The officials of Linchow have escaped and they attacked the city. The military commandant also escaped, but was eventually captured and beheaded.—*Universal Gazette*.

THE WAR.

RUSSIAN MILITARY MEASURES.

THE BALTIC ARMADA.

We still hear much about the Baltic Fleet, which, it is said, will consist of 8 battleships, to cruisers, and 25 destroyers, with transports carrying troops and arms and ammunition. The sailing date is now given as Sept. 1. Supposing, however, that a squadron can be got ready, how is it to accomplish the voyage to the Pacific? As Russia has herself proclaimed coal to be contraband of war, she has effectively precluded all nations who makes any pretence of observing neutrality from allowing her to coal the Baltic fleet in their ports. She must, therefore, do all her coaling at sea, and it means many thousands of tons. It is very probable, however, that as Russia has large experience in the use of oil fuel in connection with navigation on the Caspian Sea and the great rivers, the use of oil fuel may be contemplated. Boilers, designed originally for burning coal, can be readily adapted to consume oil; and the Russian navy can, of course, command large supplies of oil. It is also comparatively easy, even at sea, to pump from tank-vessels carrying oil fresh supplies of fuel through flexible pipes to the bunkers of warships. Time would be required for making these arrangements on the warships; tank-stewards must be bought; and, with all possible precautions, the plan must remain largely experimental. Even then if the equipment were constituted it would be entirely wanting in homogeneity, combining, as it would do, battleships of the most recent types and high speed with much older vessels of earlier date and lower speeds. The presence of torpedo-boats would further hamper progress. It has also been well pointed out by a French writer that the new ships, hastily completed as they have been, are unfit to undertake at the outset of their service a long and difficult voyage. On the whole, it can hardly be doubted that whatever may have been the intentions of the Russian Admiralty in preparing a squadron to reinforce the Pacific fleets, recent events—involving the loss of Port Arthur as a base and the consequent concentration of all requirements for the fleet upon a single base at Vladivostok—will cause Russian naval authorities to abandon the enterprise and justify the anticipation of Admiral Rozhdestvensky that no fleet will be despatched to the Pacific.

The Ministry of Marine has offered the steamer *Kostroma* of the Volunteer Fleet, in place of the *Orda*, to serve as a hospital ship with the second Pacific squadron, as the *Kostroma* is more suitable for that purpose. The expense of maintaining the *Kostroma* will be borne by the Ministry of Marine, but the Red Cross will have to bear the cost of turning the vessel into a hospital ship, of fitting it out afresh, and feeding the crew. Its entire equipment is to be supplied from the funds collected by the French Committee.—*L. & C. Express*.

HONGKONG AND SHANGHAI BANKING CORPORATION.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1-10/- per share.

Add to the Reserve Fund—\$ 500,000
Write off Property etc. 2,000
and carry forward about 1,500,000

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

Following is the ninth annual report:—The directors herewith present to the shareholders the report and accounts, duly audited, to the 31st December, 1903, showing a profit of £797, 13s. 10d.

To this has to be added the sum of £350, carried forward from the last account, making a total of £1,147, 13s. 10d.

This amount the directors recommend should be allocated as follows: To pay £500 off the debenture bond, to write £300 off "Purchase of Trading Rights," being 10 per cent. of that sum, to pay a dividend of 4 per cent. for the year, free of income tax, absorbing £185, 10s. and to carry forward £161, 14s. 10d. to the next account.

Mr. A. G. Angier retires by rotation, and, being eligible, offers himself for re-appointment.

Mr. John Cooper, the company's auditor, also retires, and offers himself for re-appointment.

By order of the Board,
G. LENNOX, Secretary.

10th June, 1904.

MIRAGE IN SINGAPORE.

NOT A 4TH OF JULY STORY.

According to several observers a wonderful mirage was visible at Singapore on the 4th inst. in the forenoon, says the *Strait Times*. Away on the horizon was a full-rigged ship, and casually sweeping the vista with a glass, the spectator was astonished to notice that the vessel—masts, spars and sails, down to the captain on the quarter-deck—was reflected hanging in the sky. One vessel was upright, the other was upside down. The strange feature is that it is seldom, if ever, that the phenomenon of the mirage has been reported at Singapore, and accordingly the sceptics might be inclined to doubt the story. But as it was seen on a Monday morning before the sun had passed the meridian, there seems to be no reason why the story should be disregarded or disbelieved. An honest American who saw the mirage and could depict it on a sheet of blotting-paper, with the facility and accuracy of the late Phil May, was most anxious to let it be understood that this was no 4th of July story, but a really genuine exhibition of the wonders of the world. The mirage disappeared as the ship slowly crawled out of sight.

LEGISLATIVE COUNCIL.

INTERESTING MEETING.

A meeting of the Legislative Council was held this afternoon. Present:—His Excellency the Officer Administering the Government, F. H. May, C.M.G., Hon. Villiers Hatton, C.M.G. (G.O.C.), Hon. A. M. Thomson, (Colonial Secretary), Hon. Sir Henry Spencer Berkeley, Kt. (Attorney-General), Hon. L. A. M. Johnston (Colonial Treasurer), Hon. Capt. L. A. Barnes Lawrence, R.N. (Harbour Master), Hon. P. N. A. Jones, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. R. Shewan, and Mr. S. B. C. Ross (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL.

The Colonial Secretary laid on the table Financial Minutes Nos. 30 to 40, and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded and the motion was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 7) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

PAPERS.

The Colonial Secretary laid on the table reports for the year 1903 of the Hongkong Volunteers, Botanical and Afforestation Department, Principal Civil Medical Officer, Registrar of the Supreme Court, Registrar General, Medical Officer of Health, Sanitary Surveyor and the Colonial Veterinary Surgeon, the report on the Blue Book, a general report on the survey of the New Territory from November, 1899, to April, 1904, despatch from the Secretary of State on the subject of police probationers, the Supplementary Colonial Estimates, 1903, and despatches relating to the violation of British territory: Des Vaux Road murder, 1893.

HONGKONG ORDINANCES.

The Attorney General moved the following proposition, viz:—"Resolved that in accordance with the requirements of section 2 (2) of the Statute Laws (Revised Edition) Ordinance, 1900, the 'New Edition' of the Hongkong Ordinances, prepared by Sir John Carrington and now laid before the Council, is approved." He said the resolution was rendered necessary in order to obtain the sanction of the Council to the circulation of the revised edition of the laws of Hongkong, compiled by the late Chief Justice, Sir John Carrington.

The Colonial Secretary seconded and the motion was carried.

TO BEAUTIFY THE PRAYA.

The Hon. Gershom Stewart rose to ask the following questions standing in his name:—

1. The open space in front of the Hongkong Club being no longer used for the storage of cement blocks, and the small railway to the Praya for the crane having been picked up, will the Government be able soon to allow the Botanical Department to open up the space for public use as a garden, as promised by Sir Henry Blake on 20th July, 1903?

The Colonial Secretary replied:—The only recommendation that has been made in this matter is that sites on the east of the statue of H.M. the Queen corresponding to the areas reserved by the Hongkong and Shanghai Bank on the west side of the statue should be set apart for statues of H.M. the King and H.R.H. the Duke of Connaught. No recommendation was made to the Secretary of State by Sir Henry Blake for the reservation of the space between the site for the statue of H.M. the King and the Hongkong Club.

TYPHOON SHELTERS.

He also asked:—

2. Will it be possible this year, by dredging or otherwise, to increase the space available for small craft in the typhoon shelter at Causeway Bay, as it is much silted up at low water? Have the Government decided on any plan for a new typhoon shelter?

The Colonial Secretary replied:—

No. It is impossible to increase the area of accommodation by dredging owing to the hard bottom of the southern portion of the refuge.

Several schemes for a new refuge have been prepared and are being considered.

BLAKE PIER.

The hon. member had also given notice of the following question:—

3. In view of the recent fire at the Ferry Wharf, will the Government take into consideration the advisability of making improved approaches and shelters at Blake Pier and Queen's Statue Wharf?

The Colonial Secretary replied:—The Queen's Statue Pier is a temporary erection and is therefore properly served by a temporary shed.

It is intended to put up a permanent shelter at Blake Pier when funds become available.

Fires are not so frequent or disastrous as to cause anxiety in this connection.

THE FIRE BRIGADE.

The Hon. Shewan then rose and put the following questions of which notice had been given by the Hon. Pollock:—

1. In connection with the burning of the Star Ferry marshes, will the Government kindly state how many minutes (approximately) after the commencement of the fire was the water from the mains turned on to and playing on the fire?

2. Will the Government state what is the estimated cost of establishing a system of electric fire-alarms in the City of Victoria? Does the Government propose to establish such a system? Is it the fact that at the present time the alarm has to be given by a Police officer who has to leave his beat for that purpose? If so, does the Government consider such a system of giving the alarm satisfactory? If the Government does not consider such a system of giving the alarm satisfactory, what steps does the Government propose to take in connection with the matter?

The Colonial Secretary replied:—About 15 minutes.

The cost would be large but an estimate cannot be given till the system to be adopted is decided on. The question is now under consideration.

Experiments have already been made with electric fire-alarms. The results have been very encouraging the naive population never having been known to use them.

It is not the fact as implied in the question that an alarm can only be given by a Police officer who has to leave his beat for the purpose.

Lo-k-outs are kept for the purpose of giving alarm and the police on duty in the street make free use of Government and private telephones for the purpose.

THE SUPPLY BILL.

The Attorney General moved the first reading of a Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of three hundred and thirty-one thousand six hundred and twenty-four dollars and forty-one cents, to defray the charges of the year 1903.

The Colonial Secretary seconded, and the Bill was read a first time.

CRIMINAL PROCEDURE ORDINANCE.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Criminal Procedure Ordinance, 1899.

The Colonial Secretary seconded, and the Bill was read a first time.

The Council adjourned till 10th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. On the proposition of the Chairman, seconded by the Colonial Treasurer, the following votes were recommended for the approval of the Council:—

PUBLIC WORKS.

A sum of \$3,400 in aid of the vote, public works, extraordinary, for drainage works, training nullahs.

VOLUNTEER EXPENSES.

A sum of \$16,432.80 in aid of the vote, military expenditure—B. expenses of volunteers, for the following items:—

Other Charges.

Rifles..... £1,171 18 0
Equipment 193 11 0
Chargers ... 3 19 0

£1,369 8 0 (or) 15. 8d. = \$16,432.80

The Chairman said that the volunteers were being partially re-armed with new rifles, besides which certain equipments were required.

KOWLOON DISINFECTING STATION.

A sum of \$5,000 in aid of the vote public works extraordinary, to meet cost of erecting an office at the new disinfecting station at Kowloon, for the assistant medical officer of health and the inspectors working under him.

SECRET SERVICE.

A sum of \$1,000 in aid of the vote, police, for "secret service" under other charges.

LAND SETTLEMENT.

A further sum of \$4,524 in aid of the vote Land Court, New Territory, for the following staff required from 1st June to 31st December, 1904, in connection with the land settlement in New Kowloon and the New Territory:—

Personal Emoluments.

4 Clerks @ \$420 per annum = \$1,680
4 " @ \$300 " = 1,200
8 " @ \$142 " = 1,120
4 Coolies @ \$46 " = 184

Other Charges.

Incidental Expenses 1,500
Total \$4,524

VICTORIA HOSPITAL.

A sum of \$676.21 in aid of the vote public works extraordinary, being a revolt of an unexpended balance to meet the balance of the cost of gas service for the Victoria Hospital.

PERSONAL EMOLUMENTS.

A sum of \$1,732.50 in aid of the vote, Land Court, New Territory, personal emoluments, being equivalent to Mr. Clementi's half pay as assistant Registrar General for 6 months from 1st July, 1904.
Half pay for July at \$3,600 per annum = \$15.00
" from 1st August to 31st December at \$3,500 per annum = 812.50

Exchange compensation..... \$62.50
Total..... \$1,732.50

THE CROWN SOLICITOR.

A sum of \$3,000 in aid of the vote miscellaneous services, other miscellaneous services, being payment to Mr. F. B. L. Bowley, Crown Solicitor, for work done in connection with certain Land Court appeal cases.

THE GREEN ISLAND LIGHT.

A sum of 9,000 in aid of the vote, public works extraordinary, for carrying out the work of improving the Green Island Light:—

New Tower \$5,439.47
Additional Quarters..... 2,479.98
Shifting Light from Cape D'Aguilar to Green Island 500.00
Contingencies 88.55

Total 19,300.00

The D. P. W. said the work would be commenced this year.

NEW GARDEN NURSERY.

A sum of \$1,000 in aid of the vote Botanical and Afforestation Department, other charges, item maintenance of Botanic Gardens, for the preparation of the new Garden Nursery near the Albany nullah and the removal thither of the shrubs and other stock from the Kowloon Nursery, the site of which is now required for building purposes.

TELEGRAMS.

A sum of \$2,000 in aid of the vote telegraph service—telegrams sent and received by government—under miscellaneous services.
The meeting adjourned.

COMMERCIAL.

SHANGHAI FREIGHT.

Messrs. Wheelock & Co., writing from Shanghai on 7th inst., report as follows:—

Our homeward freight market has continued fairly brisk during the fortnight under review, and steamers in nearly all directions have been receiving good support which ought to increase as the "green tea" market here advances.

Constantly:—We are pleased to note a turn for the better in coast rates and, although it is not a very great one, rates are decidedly firmer all round; there are various inquiries in the market with very little tonnage offering, so we hope to be able to record a still further improvement in our next.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1/10 1/10
Do. demand 1/10 3/16
Do. 4 months' sight 1/10 3/16
France—Bank T.T. 1/32
America—Bank T.T. 1/44
Germany—Bank T.T. 1/88
India T.T. 1/81
Do. demand 1/71
Shanghai—Bank T.T. 1/101
Japan—Bank T.T. 1/90
Singapore—Bank T.T. 1/111
Java—Bank T.T. 1/111

Buying.
1 months' sight L/C 1/10
5 months' sight L/C 1/10
30 days' sight San Francisco & New York 45
1 months' sight do. 46
30 days' sight Sydney and Melbourne 1/10
5 months' sight France 2/30
5 months' sight 2/37
1 months' sight Germany 1/82
Bar Silver 6 13/16
Bank of England rate 3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New @ 940/980
" Old @ 1,080/1,060
" Older @ 1,080/1,100
" Oldest @ 1,180/1,210
Patna New @ 1,330
" Old @ 1,330
Benares New @ 1,207
" Old @ 1,242
Persian "Anar" @ 850/900

Co-operative Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on THURSDAY,

the 14th July, 1904, at 12 o'clock Noon, at JARDINE'S KEROSENE GODOWNS, BOWRINGTON,

recently arrived per S.S. "Suisang," 1,126 Bags MUSTARD SEED CAKE; 74 Baskets MUSTARD SEED CAKE, part more or less damaged.

TERMS:—As usual.

HUGHES & ROUGH,

Auctioneers.

Hongkong, 12th July, 1904. [827]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above, on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 12th July, 1904. [829]

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Aldece*, and from Bordeaux ex s.s. *Ville de Lorient*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 19th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 19th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th July, 1904. [830]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP, LONDON, AND STRAITS.

THE Steamship

"GLENROY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be stored out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within ten days after the steamer's arrival, after which no claims will

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT, SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"SARPEDON"	13th July.
GLASGOW and LIVERPOOL	"PELEUS"	23rd July.
GLASGOW and LIVERPOOL	"AJAX"	29th July.
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

S.S. "SARPEDON" left Singapore for this port on the 8th inst., and is due here on the 13th, at daylight.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STRAMERS.	TO SAIL.
MANILA	"TAMING"	13th July.
KOBE	"TAIYUAN"	13th "
YOKOHAMA and KOBE	"TSINAN"	18th "
CEBU and ILOILO	"KAIFONG"	19th "
SWATOW, CHEFOO and TIENTSIN	"KANSU"	22nd "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 23rd July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 9th July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE (Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; and Class \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING."

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M., and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single journey.
2nd ".....1.50 " " "
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND ETURNE.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVoux & Co.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU."

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese.....80
Deck.....30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
KWONG CHOW.....1,350.....J. P. MARTIN.
"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"ST. FILLANS".....20th July.

"BEDOUIN".....5th August.

"LOWTHER CASTLE".....20th August.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 11th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
via MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain.....will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office, in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 15th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 11th July, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd July, 1904.

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

FOR SALE.

ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,
8, Des Vieux Road.

Hongkong, 27th June, 1904.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
Hongkong, 2nd May, 1904.

Intimations.

"Sanitas"
IS AN
Unequalled
Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

Is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, &c.

"Sanitas" Disinfecting Powder

Is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

Is specially recommended by the medical faculty for use in hot climates, because of its fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, bedding, clothing, &c., they are both efficacious and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support; and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioresse will also be most grateful
for any PAPERS, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 1st July, 1904, per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa h.....18
" Corned—Ham Ngau Yuk.....18

" Roast—Shiu.....18
" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....14
" Steak—Ngau Yuk Pa.....18

" " Serjoin—Ngau Lau.....26
" Sausages—Ngau Yuk Chang.....26

Bullock's Brains—" Know.....per set 9
" Tongue fresh—Ngau Li.....each 45

" " corned—Ham Ngau Li.....55
" Head—Ngau Tau.....55

" Heart—Ngau Sum.....9
" Hump, Salt—Ngau Kin.....14

" Feet—Ngau Kerk.....each 8
" Kidneys—Ngau Yiu.....8

" Tail—Ngau Mei.....16
" Liver—Ngau Con.....16

" Tripe (undressed)—Ngau To.....5
" Calves' Head and Feet—Ngau-chai-
tau-keok.....set 75

" Mutton Chop—Yeung Pai Kw.....24
" Leg—Yeung Pei.....24

" Shoulder—Yeung Shau.....22
" Pigs' Chitlings—Chi cheong.....16

" Brains—Chi Know.....per set 2
" Feet—Chi Kerk.....12

" Fry—Chi Chak.....12
" Head—Chi Tau.....15

" Heart—Chi Sum.....each 8
" Kidneys—Chi Yiu.....pair 7

" Liver—Chi Kon.....24
" Pork Chop—Chi Pai Kwai.....23

" Corned—Ham Chu Yuk.....1
" Leg—Chu Pei.....24

" Fat or Lard—Chu Yau.....18
" Sheep's Head and Feet—Yeung Tau

Keok.....set 50
" Heart—Yeung Sum.....each 6

" Kidneys—Yeung Yiu.....10
" Liver—Yeung Con.....22

" Sucking Pigs, To Order—Chu Chai.....16
" Suet, Beef—Sang Ngau Yau.....17

" Mutton—Sang Yeung Yau.....20
" Veal—Ngau Chai Yuk.....18

" Sausages—Ngau Chai Yuk Tong.....15
" Chicken—Kai Chai.....34

" Capons, Large, Small—Sin Kai.....32
" Ducks—Ap.....20

" Doves—Pan Kau.....each 1
" Eggs, Hen—Kai Tan.....per doz. 3

" Fowls, Canton—Kai.....36
" Hainan—Hoi Nam Kai.....30

" Geese—Ngai.....20
" Geese, Wild Shanghai—Sheung Hoi Ye

Ngai.....pair 1
" Musk Deer—Wong Keng.....each 1

" Hare—Tu Chai....."
" Partridge—Che Khoo....."

" Pheasant—Shan Kai.....pair 35
" Pigeons, Canton—Pak Kup.....each 30

" Hoihow—Hoihow Pak Kup....."
" Quail—Um Chun.....dozen 1

" Rice Birds—Wo Fa Cheuk.....dozen 1
" Snipe—Sa Chui.....each 1

" Turkeys, Cock—Fo Kai Kung.....70
" " Hen—" Na.....60

" Wild Ducks, Shanghai, Sui-ai.....pair 1
" Teal, Shanghai, Sui Ap Chai.....each 1

" Wild Ducks Canton—Sang Shing Sui
Apea.....per pair 1

FISH.

Barbel—Ka Yu.....14

Bream—Bin Yu.....15

Canton Fresh Water Fish—Hoi Sin Yu.....14

Carp—Li Yu.....15

Catfish—Chik Yu.....11

Codfish—Mun Yu.....24

Crabs—Hai.....15

Cuttle Fish—Mak Yu.....13

Dab—Sa Mang

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Mongolia*, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA.

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. July 31
<i>Shawmut</i>	9,606	W. M. Smith	Sept. 1
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith	Nov. 1
<i>Tremont</i>	9,606	T. W. Garlick	Dec. 1
<i>Lyra</i>	4,417	G. V. Williams	Jan. 1

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut ... 9,606 W. M. Smith ... Ab. Aug. 12
Tremont ... 9,606 T. W. Garlick ... Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 12th July, 1904.

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. the 13th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 11th July, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PENTAKOTA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 4 P.M. TO-MORROW, the 8th
instant, will be landed at Consignees' risk and
expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 7th July, 1904.

Consignees.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND
LONDON.

THE Steamship

"RADNORSHIRE,"

Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th inst. will be subject
to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst. at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th July, 1904.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA,"
FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersigna-
ture and to take immediate delivery of their
goods from alongside.

Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 11th July, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Mongolia* and
Egypt.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 9th July, 1904.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"SITHONIA,"

Captain Hildebrandt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
MORROW, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 12th instant, at
10 A.M.

All Claims must reach us before the 18th
of July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 5th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000.	\$125	\$125	\$10,000,000 \$600,000 \$50,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903.....	6 1/2 %	\$600
National Bank of China, Limited.....	47,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £67 1/2 \$38 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$59,143 \$784,445 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,131	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$65 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 27,1589	Final of £1 making £2 for 1902		Tls. 65
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,791	\$186,284	\$12 for 1902	9 1/2 %	\$150
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$212 sellers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,120,288 \$1,000,000	\$371,110	\$22 1/2 for 1902.....	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$125,675 \$2,50	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$29 1/2
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903	5 %	\$117 sellers
China and Manila Steamship Company, Limited.....	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900.....		\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,915	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36
"Star" Ferry Company, Limited.....	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts } for year ending 30.4.04. { \$0.90 & b. 20 cts }	6 1/2 %	\$32 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$200,000 \$12,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2 year making \$13 for 1903.....	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	\$400,000 \$1,000,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4 %	26/- sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,014	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	6 1/2 %	Tls. 30 sellers
Shanghai Tug and Lighter Company, Limited.....	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 } { Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 %	Tls. 47 buyers Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$186 sellers
Luzon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,450	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 } { Fcs. 1,529,612 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903.....		\$40 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$7 1/2
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.70 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second } half year 1903	6 1/2 %	\$218 sellers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	7 1/2 %	Tls. 152 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$1,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Hewarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$123 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 147 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$12 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making } in all Tls. 8 for 1903	6 1/2 %	Tls. 116 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2		Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	7 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903.....	5 1/2 %	\$60 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1913	7 1/2 %	\$135 sellers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904 ...	7 1/2 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	500	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd....	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 86,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 29,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the } year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 } { Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6.....	9 1/2 %	Tls. 63 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited.....	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 1/2 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2 buyers
Watkins, Limited.....	10,000	\$10	\$10	\$4,802	\$1,043	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$91 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{ 90 cents } for year ending 30.4.1903	6 1/2 %	\$14 1/2 buyers
Hongkong & China Gas Company, Limited.....	7,000	£10	£10	£21,805 £7,387	£7,387	{ 45 cents } £1 div. and 2/- bonus for 1902	5 %	\$84 buyers \$160 buyers
Shanghai Gas Company, Limited	10,656	Tls. 50	Tls. 50	Tls. 108,172 Tls. 140,000	Tls. 7,548	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 } making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 112 1/2 buyers
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 108,172 Tls. 108,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	T. Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	11s. 2 for half year		T.Tls. 130 sellers
Hall & Holz, Limited	21,000	\$20	\$10	\$186,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	12 %	\$29 1/2 sales
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year ended 29.2.04	9 1/2 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$25
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$1,283	\$20 for year ending 30.11.1903	7 1/2 %	\$180 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$5,029	\$14 for year ending 31.7.1.03	6 1/2 %	\$19 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	8 1/2 %	\$37
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	13/6	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$14,000	\$119	{ 90 cents } for year ended 31.5.1903.....	8 1/2 %	\$16 1/2 buyers
Do. (Founders)	100	\$10	\$10			\$23.70	14 1/2 %	\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$3,470	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited.....	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$18 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$91 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
Maatschappij tot Mijl-, Bosch- en Landbouwe- xploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 } { Tls. 11,143 }	Tls. 27,187	{ First quarterly of Tls. 10, paid 15.3.04... } Second do. Tls. 10, " 15.6.04.....	13 1/2 %	Tls. 207 1/2 buyer
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1901	9 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	\$10,000	\$1,353	Final of \$1.20 making \$1.70 for 1903	12 %	\$23
Do. (Founders)	123					None		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			First year		\$7 1/2
E. L. Mondon, Limited	7,000	\$10	\$10	none	Tls. 3,575	Tls. 5 for 1903	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,493	{ \$1 div. and 25 cents bonus for half year } ended 30.10.03	8 %	\$24 1/2 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 %	\$6 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$25